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COUNTRY East Germany

REPORT

TOPIC Schoenefeld Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 29 December 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. &amp; TYPE)

REMARKS

This is UNEVALUATED Information

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1. About 2:30 p.m. on 8 October, six twin-engine aircraft flew over Mahlow and Schoenefeld coming from the south. On 12 October, there was air activity by several twin-engine aircraft. 25X1

2. On 23 October, 42 Li-2s were parked in the northern section of the field. On 24 October, 18 Li-2s and 2 Po-2s were observed in the northern section of the field. On 9 November, 11 Li-2s and 2 Po-2s were observed at the field. A Czech, Polish and Bulgarian commercial aircraft each was parked in a repair hangar. Around noon on 13 November, 17 Li-2s and 1 Bulgarian commercial aircraft were observed. Eight of the 17 Li-2s were parked in the southern section of the field near Diepensee.<sup>1</sup>

3. Incoming construction material shipments observed between 22 October and 19 November included:

On 22 October, 18.2 tons of fir boards 3 to 4 meters long, 12 to 15 centimeters wide and 20 to 25 millimeters thick, dispatched by Friedrich Glomb, Maerkisch Buchholz;

on 25 October, 9.4 tons of fir boards, 3 to 4 meters long, 12 to 15 centimeters wide and 20 to 25 centimeters thick, dispatched by Saegewerk Waldmuehle from Wiesenburg/Mark railroad station; and 60 tons of fir trunks, 4 meters long and 25 to 30 centimeters thick;

on 13 November, 11.8 tons of coated masts, including 30 masts, each about 10 meters long and 16 centimeters in diameter, and 30 masts, each 11 meters long and 17 centimeters in diameter, dispatched by Staatlicher Forstwirtschaftsbetrieb Hangelsberg, Kupsch & Seidel G.m.b.H.

All the shipments were accepted by Boyetsukov (fnu) and Lieutenant Zirotov (fnu) who was deputy 2 25X1

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25 YEAR RE-REVIEW

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Date	Cargo	From	To	Consignee
23 October	112.5 tons of briquettes	Braunkohlenwerk VEB Gross Rosen	Diepensee	Captain Malkov (fnu) or Schalkov (fnu)
24 "	131.5 tons of briquettes	"	"	"
	229.5 tons of briquettes	"	Schoenefeld	"
25 "	26.5 tons of briquettes	"	"	"
3 November	22 tons of briquettes	VEB Braunkohlenwerk Oberroetlingen, Roetlingen a. See, Eisleben district		
7 "	47 tons of briquettes	"	Schoenefeld	civilian organization
14 "	22 tons of briquettes	"	"	"
16 "	22 tons of briquettes	"	"	"
	181 tons of coal	VEB Braunkohlenwerk John Schehr, Leubusch, Hoyerswerda district	"	Captain Malkov
17 "	57 tons of coal	"	"	"

5. Incoming fuel shipments observed between 22 October and 19 November included:

25 October, 9.66 tons of fuel from Wustermark; the railroad tank car had left Wustermark on 21 October and erroneously was meanwhile dispatched to another place called Diepensee (sic).

31 October, 4 railroad tank cars with 171.47 tons of fuel from Velten railroad station to Unit Dediyaev; 1 railroad tank car with 33.23 tons of fuel from Velten to Unit Pavlov;

8 November, 6.47 tons of gasoline from Unit Dediyaev in Velten to Unit Tsayetsk;

14 November, 130.47 tons of fuel from VEB Kombinat Otto Grotewohl, Roehlen to Diepensee.

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A fuel sample was taken from the shipment which arrived on 14 November. The two railroad tank cars with fuel which were dispatched to Prague on the evening of 22 October contained 41.05 tons of fuel instead of the erroneously reported

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83 tons. Contrary to previous times, the Soviets immediately paid the freight charges of 300 eastmarks and the money for the use of the tank cars amounting to 71.4 eastmarks.<sup>4</sup>

6. As previously assumed, the civilian agency located in Schoenefeld next to the HO (Trade Organization) shop, was an administrative agency of the civilian airlines. Schienemann (fnu) was the interpreter and representative of this civilian airline agency when conferring with the Reichstahn. The freight bills were paid to the Reichstahn either in cash or they were settled by vouchers prior to the delivery of the goods. The previously reported Soviet officer Ketzepin (fnu) was a member of the agency and, like other officers of the unit, wore black epaulets on a black uniform. He went to the USSR on 9 November on grounds of sickness.<sup>5</sup>

7. On 11 November, 19 twin-engine aircraft and 2 biplanes were parked at Schoenefeld airfield. Individual take-offs and landings were made by five twin-engine aircraft which rolled to a stop after the landing and again took off from the stopping point after 2 or 3 minutes. Therefore, only one third of the total runway length was available for the take-off. 25X1

The taxiway which had previously been under construction was utilized in November. 25X1

8. Motor vehicles observed entering and leaving the field included trucks, radio truck and special truck loaded with a mast, about 2.5 meters long, with a rotary disk on top.<sup>4</sup> 25X1

9. 25X1

1. Comment. Schoenefeld airfield is occupied by a transport regiment equipped with 10 to 12 Li-2s and a transport and courier squadron of the GCPG equipped with about 8 Li-2s. The number of 42 Li-2s observed at the field on 28 October 1953 probably includes aircraft of the transport regiment from Alt Loennewitz airfield temporarily stationed in Schoenefeld. Schoenefeld airfield is also used by commercial aircraft of the Satellite countries. 25X1

2. Comment. The incoming construction material shipments are dispatched by the forwarding agency of the Twenty-Fourth Air Army, and are consigned to Captain Ivanov, deputy chief of the supply unit of Schoenefeld airfield. Poyetsukov and Zirovov are reported for the first time. 25X1

3. Comment. Captain Malkov is known as auditor at Staaken airfield, the former location of the transport regiment. 25X1

4. Comment. Pavlov is the consignee of fuel shipments which belongs to the OATB of the transport regiment from Staaken airfield. Esayetsuk is the consignee of fuel shipments for probably the OATB of the courier squadron permanently stationed in Schoenefeld. Badiyaev is the dispatcher of fuel shipments from Velten. 25X1


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5.  Comment: Officer Zatzepin is known to be assigned to the civilian administrative agency.

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